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IN THE CLAIMS

Please cancel claim 1.

Please add the following new claims.

10. (New) Vehicle stabilizing device for setting or modifying brake pressures in the wheel brakes of a braking system with diagonally divided braking circuits, comprising:

a device for determining the presence of an understeering drive condition,

a controller for calculating a desired vehicle speed or vehicle deceleration, and deriving therefrom a deceleration braking force in accordance with the understeering drive condition,

a braking force controller establishing a differential brake force in the wheel brakes of the front axle, wherein the differential brake force in the front axle wheel brakes is effective for correcting the understeering drive condition, in accordance with the deceleration control braking force.

11. (New) Drive stabilizing device as defined in claim 10, wherein said brake pressure controller further includes means for generating signals for a pressure requirement effecting a yaw moment of the vehicle in accordance with a pressure buildup and pressure decrease of the braking pressures at the front axle, and for transmitting control commands to the actuators.

12. (New) Vehicle stabilizing device as defined in claim 10, wherein the differential braking force are formed as a function of a vehicle deceleration  $a_{Soll}$  and an offset  $F_{\Delta\psi}$ .

13. (New) Drive stabilizing device as defined in claim 10, wherein said controller further includes means for determining a vehicle delay value as a function of the control deviation  $\Delta\psi$  and the vehicle speed  $v$ .

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14. (New) Drive stabilizing device as defined in claim 10, wherein said controller further includes means for forming a setpoint braking force at the cornered inside front wheel according to the relation  $F_{Soll} = a_{Soll} f(\Delta\psi, v_{aquer} \delta)$ .

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15. (New) Vehicle stabilizing device as defined in claim 10, wherein said controller further includes means for forming the desired brake pressure at the cornered outside front wheel according to the relation

$$F_{Soll} = a_{Soll} f(\Delta\psi, v_{aquer} \delta) - F\Delta\psi.$$

16. (New) Vehicle stabilizing device as defined in claim 11, wherein said pressure requirement for the pressure buildup at a cornered inside front wheel is limited to an upper value to which a maximum slip range is allocated, in which an ABS control is activated.

17. (New) Drive stabilizing device as defined in claim 11, wherein said pressure buildup at a cornered inside rear wheel is effected according to an understeering control braking pressure, whenever the pressure requirement for the pressure buildup at the cornered outside front wheel is 0 bar.

18. (New) Drive stabilizing device as defined in claim 15, wherein the desired brake pressure is controlled by way of a selection of a changeover valve or block valve in the wheel brakes.

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### REMARKS

Prior to a formal examination of the above-identified application, acceptance of the new claims and the enclosed substitute specification (under 37 CFR 1.125) is respectfully requested. It is believed that the substitute specification and new claims will facilitate processing of the application in accordance with M.P.E.P. 608.01(q). The substitute specification and new claims are in compliance with 37 CFR 1.52 (a and b) and, while